

Table 21: Maximum Predicted CO Concentrations for All Modeled Scenarios

Scenario	One-Hour (ppm)	Worst-Intersection	Eight-Hour (ppm)	Worst-Intersection
2008 Existing	9.5	Business 40 & NC 66	7.5	Business 40 & NC 66
2010 No-Build	8.7	Business 40 & NC 66	6.9	Business 40 & NC 66
2015 No-Build	7.9	Business 40 & NC 66	6.2	Business 40 & NC 66
2030 No-Build	8.3	Business 40 & NC 66	6.6	Business 40 & NC 66
2035 No-Build	7.4	Business 40 & NC 66	5.8	Business 40 & NC 66
2010 Build	8.7	Business 40 & NC 66	6.9	Business 40 & NC 66
2015 Build	7.9	Business 40 & NC 66	6.2	Business 40 & NC 66
2030 Build	7.3	Business 40 & NC 66	5.8	Business 40 & NC 66
2035 Build	7.2	Business 40 & NC 66	5.7	Business 40 & NC 66
NAAQS*	35		9	

Source: CAL3QHC model output (2010)

*NAAQS – National Ambient Air Quality Standard

ppm – parts per million

5.12.2 CONFORMITY DETERMINATION

The project is located in Forsyth County, which is within the Winston-Salem nonattainment area for CO, as defined by the EPA. The 1990 Clean Air Act Amendments (CAAA) designated this area as moderate nonattainment area for CO; however, due to improved monitoring data, this area was redesignated as maintenance for CO on November 7, 1994. Section 176(c) of the CAAA requires that transportation plans, programs, and projects conform to the intent of the state air quality implementation plan (SIP). The current SIP does not contain any transportation control measures for Forsyth County. The Winston-Salem MPO 2035 LRTP, the High Point MPO 2035 LRTP, and the NCDOT 2009-2015 STIP conform to the intent of the SIP. The USDOT made a conformity determination on the Winston-Salem MPO LRTP on March 6, 2009, the High Point MPO LRTP on March 6, 2009, the Winston Salem MPO TIP on March 6, 2009, and the High Point MPO TIP on March 6, 2009. The current conformity determination is consistent with the final conformity rule found in 40 CFR 51 and 40 CFR 51.93. There are no significant changes in the project's design concept or scope, as used in the conformity analysis.

The project includes resurfacing of I-40 Business which extends into Guilford County, which is within the Greensboro-Winston-Salem-High Point nonattainment area for fine particles PM 2.5, as defined by the EPA. This area was designated nonattainment for the PM 2.5 standard in accordance with the CAAA on January 5, 2005, with an effective date of April 5, 2005. Section 176(c) of the CAAA requires that transportation plans, programs, and projects conform to the intent of the SIP. The current SIP does not contain any transportation control measures for Guilford County. The Greensboro MPO 2035 LRTP, the High Point MPO 2035 LRTP, the Burlington Graham MPO 2035 LRTP, and the NCDOT 2009-2015 STIP conform to the intent of the SIP (or base year emissions, in areas where no SIP is approved or found adequate). The USDOT made a conformity determination on the Greensboro MPO LRTP on February 26, 2010, the High Point MPO LRTP on February 26, 2010, the Burlington MPO LRTP on February 26, 2010, the Greensboro MPO TIP on February 26, 2010, the High Point MPO TIP on February 26, 2010, and the Burlington Graham MPO TIP on February 26, 2010. The current conformity determination is consistent with the final conformity rule found in 40 CFR 51 and 40 CFR 51.93. There are no significant changes in the project's design concept or scope, as used in the conformity analysis.